with Prime Minister Brian Mulroney. Prime Minister held series of bilateral discussions with other participating leaders in Commonwealth Heads of Government meet from Africa, Latin America etc.

USA : Prime Minister delivered the Joddidi Memorial Lecture at Harward University and held bilateral talks with President Reagan as part of a brief working visit. In New York, he participated in the debate in the UN General Assembly on the question of Environment. Prime Minister used the occasion to meet the UN Secretary General and the Prime Minister of Norway Mrs. Brundtland, who was the Chairman of the World Commission on Environment and Development.

Netherlands : Transit. To discuss matters of bilateral and international interest with Dutch Prime Minister Mr. Ruud Lubbers.

Nepal : To attend the 3rd SAARC Summit. Prime Minister held discussion with the Heads of State or Government of the SAARC member countries, namely, President Hussain Muhammad Ershad of Bangladesh, King Jigme Singye Wangchuk of Bhutan, President Maumoon Abdul Gayoom of the Maldives, King Birendra Bir Bikram Shah Dev of Nepal, Prime Minister Mohd. Khan Junejo of Pakistan and Jresident J. R. Jayewardene of Sri Lanka. The outcome of the Summit included the signing of the agreement establishing the SAARC Food Security Reserve and of the SAARC Regional Convention on the Suppression of Terrorism and the issue of the' Kathmandu Declaration and the Joint Release on the 3rd SAARC Summit

(c) Canada : 73 (seventy three) USA : 74 (seventy four) Nepal : 47 (forty seven)

The expenditure on the visits is being worked out and will be placed on the Table of the House.

Transfer Immunities to Office BearersofRecognised Associations of CentralGovernment Employees

1311 SHRIMATI BIJOYA CHAKRAVARTY : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that three main office-bearers of recognised associations of Central Government employees enjoy some immunities regarding transfer during their tenure of office;

(b) if so, the details thereof;

(c) when these came into force; and

(d) the details of earlier practices in the matter, if any ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE STRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM) : (a) to (d) No, Sir. However, according to instructions issued in April, 1969 the Chief Executive as defined in the Constitution of the Association/Union/Federation or where the Chief Executive has not been specially defined, the General Secretary may be brought on transfer to the Headquarters or any other office under his control at the Headquarters of the appropriate Head of administration as far as possible. It was also decided that in such of the Government Departments/offices where a different practice was being followed earlier, the earlier practice, if not less favourable may continue. (Since .April, 1969).

Crashes of Indian Air Force Aircraft

1312. SHRI PRAMOD MAHAJAN : Wiil the Minister of DEFENCE be pleased to state :

(a) what are the details of crashes of Indian Air Force aircrafts fro the 1st. August till the 30th September, 1987.

(b) whether on three successive days i.e. 31st August till 3rd September three such incidents happened resulting in the loss of life and loss of valuable aircraft; and

(c) what steps are being taken to avoid such incidents ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI SHIVRAJ PATIL) : (a) The details of air crashes are of classified nature and can not be disclosed in the public interest.

(b) No, Sir.

(c) The major causes of air accidents have been identified to be human error, technical defects and bird strikes. A number of steps have been taken to reduce accidents due to these causes which is an on-going process. Some of them are given below :—

Human errors

The important remedial measures taken to reduce human error accidents are :—

(i) The training pattern has been modified and a new syllabi has been introduced with emphasis on advanced operational training exercises.

(ii) The training syllabi have been reviewed in depth to ensure that junior pilots are introduced to high workload/ high risk exercises in a progressive/regulated manner. Standards for each phase of training have been set and are being monitored.

(iii) Radio and Navigational aids are being given particular attention. Mandatory requirements of essential aids at airfields has been defined.

(iv) Appropriate instructions have been issued to ensure that medical factors like aircrew fatigue and hypoglycemia do not contribute to accidents.

(v) Instrument flying training and night flying training have been reviewed to meet operational requirements by day and night.

(vi) Setting and quantification of flying training standards in flying training establishments have been established.

(vii) A system of monitoring training standards and standards of Qualifying Flying Instructors has been intioduced.

Technical defects

The major steps taken/being taken to reduce accidents by technical defects are

(i) Accidents due to design or manufacturing deficiencies are brought to the notice of the manufacturers for introducing modifications in aircraft. Pending such modifications, short term remedial measures, in consultation with them, are expeditiously implemented.

(ii) Technical type Training Schools are being set up for various types of aircraft. Technicians will be given extended training on particular aircraft types.

(iii) Setting and quantification of standards in technical training establishments has been undertaken.

(iv) The Crew Chief System of aircraft servicing has been introduced on a trial basis.

(v) The trairrng period for Branch Commissioned Officers has been extended to include technical and management education.

(vi) Wing Maintenance has been restructured and percentage of untrained technicians reduced.

(vii) Experienced Supervisors have been placed Incharge of aircraft servicing repairs, and teams of technicians formed to service particular aircraft.

Bird strikes

Due to the increased urbanisation and industrialisation bird hazard to aircraft is on the increase. The steps taken to avoid bird strike accidents are :—

(i) Airfield Environment Management Committees have been set up under the Chairmanship of the concerned Collector/Distt. Magistrate to take necssarey steps to keep the environment around airfields safe for flying.

(ii) Bird hazard combat teams have been established on an experimental basis at 5 selected airfields.. These teams report bird activity to pilots and also kill/scare away the birds.

(iii) Use of bird watchers at airfields to keep pilots informed about bird activity in the airfield circuit areas.

(iv) Publicity drive by means of radio, TV, newspapers and posters is being undertaken to educate the general public about bird hazard to aircraft and necessity to maintain clean environment around airfields.

(v) The State Governments and local bodies are being regularly contacted to take steps for sanitisation of areas outside the perimeter of Defence airfields.

Central Assistance to Bihar for Flood Relief/Protection Work

1313. SHRI S. S. AHLUWALIA : Will the Minister of WATER RESOURCES be pleased to state :